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WEST SCENIC ACRES

Area Structure Plan and Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

April 1990

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WEST SCENIC ACRES
AREA STRUCTURE PLAN

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WEST SCENIC ACRES
PART I: THE AREA STRUCTURE PLAN

1.0 THE PLAN

The West Scenic Acres area is located in the northwest sector of the city, south of Crowchild Trail (Highway 1A) and west of the developing Scenic Acres community. The area is bounded by the Transportation/Utility Corridor (future Stoney Trail) to the east, the future alignment of Nose Hill Drive N.W. to the south and 117 Street N.W. (city limits) to the west. In total, the area is approximately 620 hectares (1,530 acres), of which 470 hectares (1,160 acres) are developable.

West Scenic Acres is intended to be a predominantly single family residential area with an average population density range of 9.9 to 12.3 dwellings per gross hectare (4 to 5 units per acre). Based upon an assumed occupancy rate of 3.0 persons per dwelling, the area will accommodate a population in the range of 14,000 to 17,400 people.

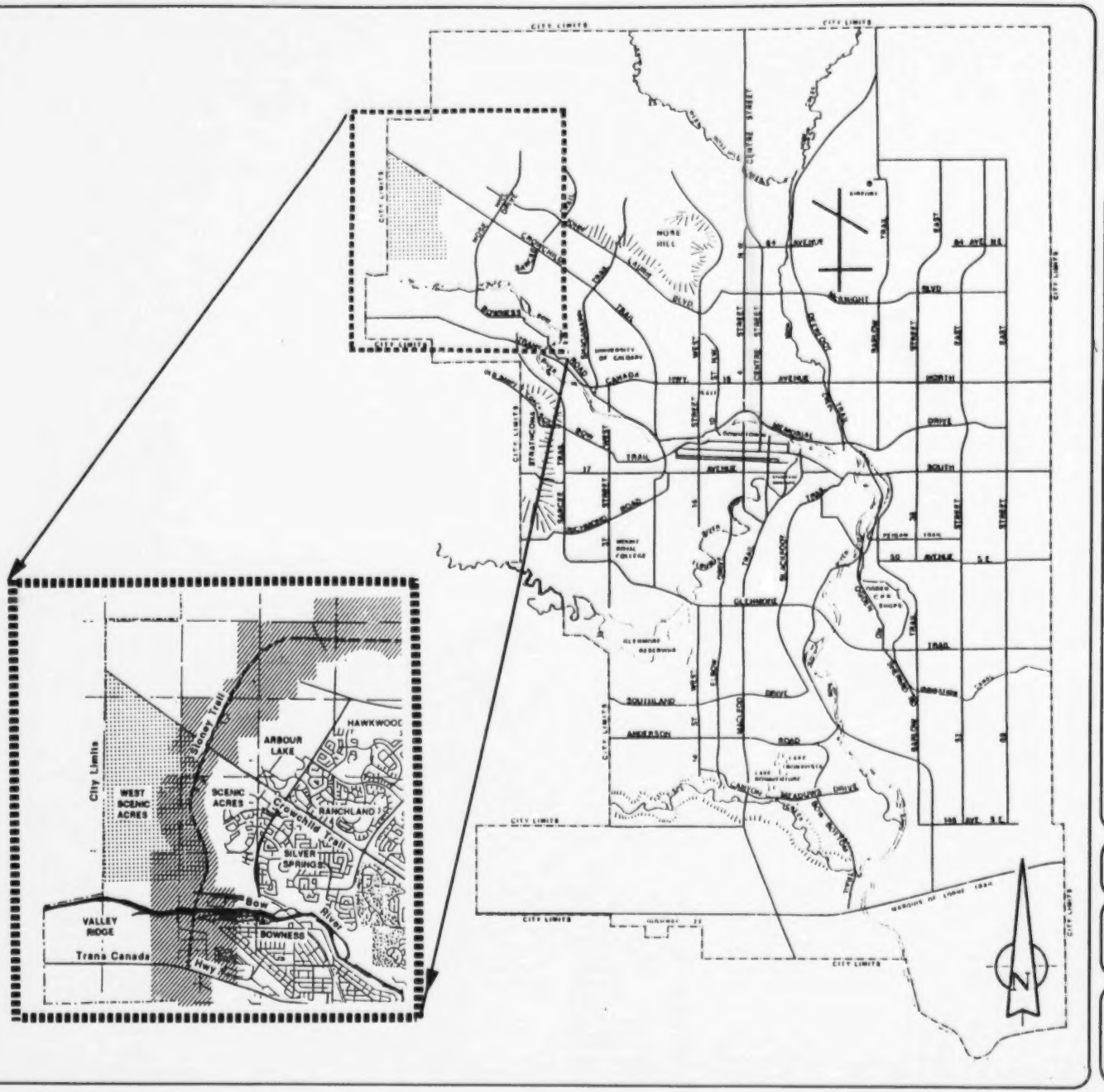
The housing mix will include a range from medium density multiple family development to lower density "estate" areas. Multiple family sites will preferably be located near the possible future L.R.T. station, and adjacent to shopping facilities.

The plan provides for a sector shopping centre to be located on a central site with access from two major roads, as shown in Map 2. In addition, two or more neighbourhood shopping centres may be developed at appropriate locations, to be determined at the outline plan stage.

Open space provisions include six joint use sites and several natural areas. The joint use sites are distributed throughout the study area, and are located on major roads or primary collector/collector roads. These sites will accommodate future requirements for elementary and junior high schools, as well as active recreational facilities (e.g., community centres, playfields, etc.).

The Bow River valley escarpment to the south, the coulee to the southwest, and the ravine along the eastern periphery of the A.S.P. area will be retained in their present state as natural features. The ravine will form part of the regional pedestrian/ bicycle pathway system, with possible links to East Scenic Acres and the Bow River trail system. Because of the significance of this natural amenity, the access road from Stoney Trail is aligned in a north/south direction to eliminate the need for a bridge across the ravine.

Access to West Scenic Acres will be from the surrounding transportation corridors. An interchange at the northern end of 117 Street N.W. (12 Miles Coulee Road) will provide access from Crowchild Trail to the north, and another will provide access from Stoney Trail to the east. Access to Nose Hill Drive will be from an at-grade intersection located along the southern boundary of the A.S.P. area.



WEST SCENIC ACRES

MAP 1

LOCATION

LEGEND

- A.S.P. AREA
- RESTRICTED DEVELOPMENT AREA

DATE
APRIL 1990

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0 2mi 4mi
0 3200m 6400m
0 1mi 2mi
0 1600m 3200m

The internal road system consists of three major roads and two primary collector/collector loops providing for circulation within the community. The southeast portion will be connected to the balance of the A.S.P. area by a collector stub.

Provision has been made in this plan for a possible future L.R.T. station on Crowchild Trail approximately mid-way between the proposed Stoney Trail and 117 Street N.W. interchange. A park-n-ride facility is proposed within the A.S.P. area immediately south of the station site to serve the area residents.

2.0 POLICY STATEMENTS:

2.1 General

a. The land use pattern and road network shall be generally as shown in Map 2, which shall serve as the basis for outline plan submissions and approvals.

b. The exact location, size and configuration of specific uses (e.g., multiple family residential development, local commercial sites, open space, etc.) shall be established at the outline plan stage.

c. The name "West Scenic Acres" is intended to apply only to this plan. At the discretion of the developers, different community name(s) for this area may be proposed, subject to City Council approval.

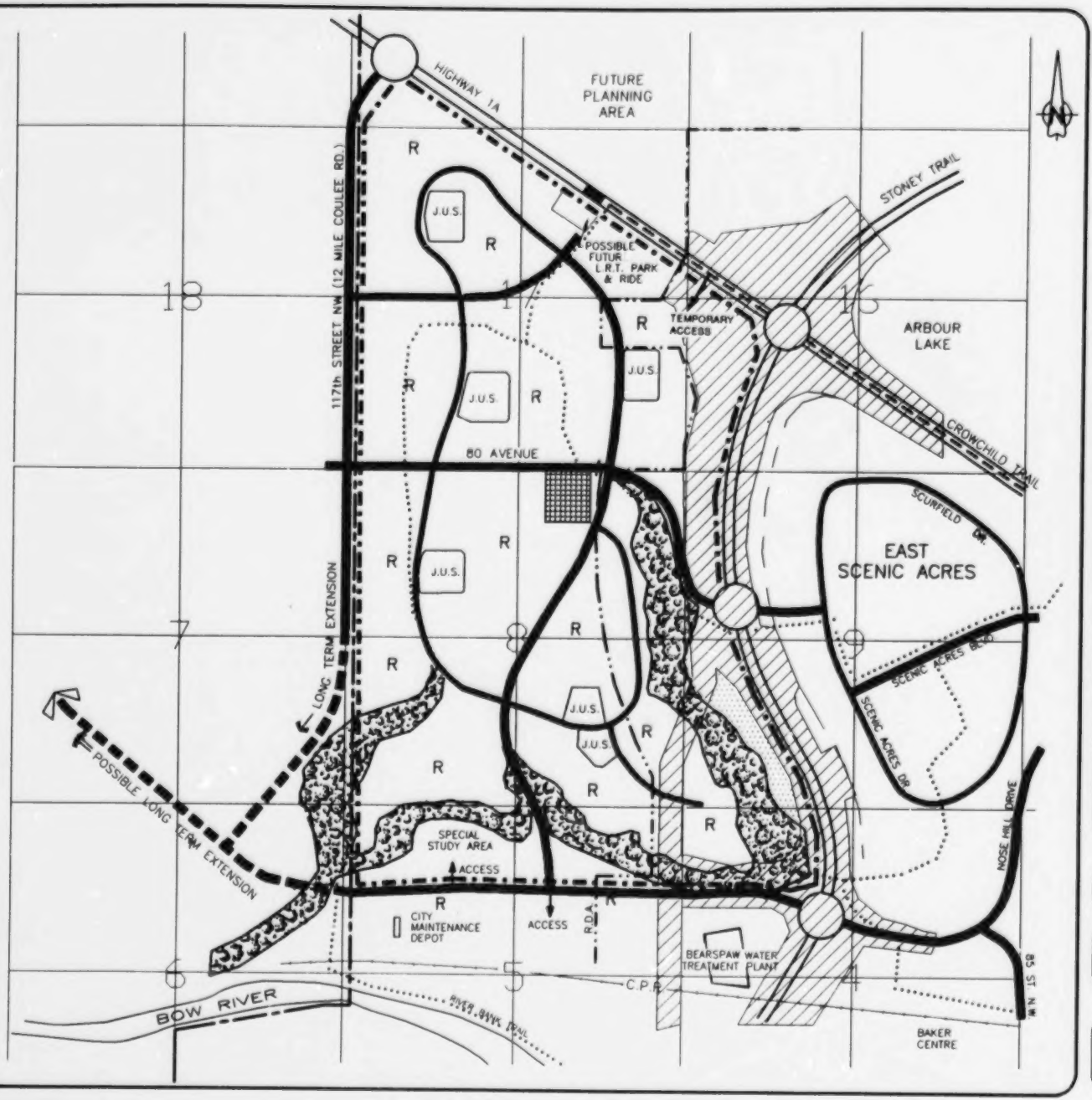
2.2 Residential

a. Although the predominant form of housing in West Scenic Acres is expected to be single family, multiple family housing developments should be encouraged, particulary in proximity to the possible future L.R.T. station.

b. Overall density shall be in the range of 9.9 to 12.3 dwellings per gross residential hectare (4 to 5 units per acre). However, individual developments at densities either above or below the limits of this range may be approved as long as the overall average density guidelines are adhered to.

c. The housing layout along the Bow River valley escarpment and the westerly slopes of the major north/south ravine should be oriented to take advantage of these views.

d. In the event that the owners of the country residential acreages in the northwest portion of West Scenic Acres should wish to develop their lands at urban densities, a replot scheme shall be required. This process is basically a redistribution of land ownership and road rights-of-way to allow for a more efficient utilization of land, and is provided for by the Planning Act, Sections 123 to 139.



WEST SCENIC ACRES

MAP 2

TITLE

LAND USE AND TRANSPORTATION PLAN

LEGEND

- R — RESIDENTIAL
- SECTOR SHOPPING CENTRE
- OPEN SPACE
- J.U.S. — JOINT USE SITE
- PEDESTRIAN/BICYCLE PATHWAY
- SUBJECT TO POLICY REVIEW
- FREEWAY/EXPRESSWAY
- MAJOR ROAD
- PRIMARY COLLECTOR/ COLLECTOR
- POSSIBLE FUTURE L.R.T. EXTENSION
- A.S.P. BOUNDARY
- CITY LIMITS
- R.D.A. BOUNDARY
- TRANSPORTATION/ UTILITY CORRIDOR

DATE

APRIL 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25 0.5miles
0 400 800m

2.3 Commercial

a. A sector shopping centre shall be located southwest of the intersection of the two major roads, generally as shown on Map 2. Any significant change to this location shall require an amendment to this A.S.P. as a prerequisite to land use redesignation.

b. Two or more neighbourhood shopping centres will be developed elsewhere in the community. Locations will be established at the outline plan stage, on roads of at least a primary collector/ collector standard.

2.4 Joint Use Sites/Open Space

a. Provision shall be made initially for six joint use sites, located generally as shown on Map 2. Subject to further consultation and agreement by the Public and Separate School Boards and Calgary Parks & Recreation, the total number of joint use sites may be reduced. Specific locations and sizes will be established at the outline plan stage.

b. A site of approximately 1.6 hectares (4 acres) shall be provided for a community centre, preferably adjacent to one of the central joint use sites. Another site of similar size may be required for the area south of 80 Avenue N.W., should this area develop as a separate community.

c. The major north/south ravine located along the eastern periphery, the coulee in the southwestern portion and the Bow River valley escarpment are environmentally sensitive features which should be protected and incorporated into the regional pedestrian/bicycle pathways system, with links to East Scenic Acres and the Bow River valley pathways.

2.5 Roads

a. Alignments of the primary collector/ collector roads may be modified at the outline plan stage from those shown on Map 2, but the concept of a roadway loop for traffic circulation and bus service shall be maintained.

b. The road standards shown on Map 2 are based upon preliminary traffic analysis. These standards may be revised only when justified by detailed traffic projections based upon specific land use and density proposals, and subject to approval of the Transportation Department.

c. A temporary access will be permitted from Crowchild Trail at 101 Street N.W. to allow for the initial phases of development. When the permanent access road from Stoney Trail is constructed, the temporary access will be closed.

2.6 L.R.T. Station Area

a. Provision will be made for possible future extension of the Northwest L.R.T. line within the Crowchild Trail (Highway 1A) right-of-way, with the West Scenic Acres station located approximately as shown on

Map 2. The size of the adjacent park-n-ride facility will be determined by the Transportation Department, and will be identified in the outline plan.

b. The Subdivision Approving Authority shall also ensure that provisions are made in the outline plans for adequate pedestrian and vehicular access to the possible future L.R.T. station.

2.7 Bus Service

a. The internal roadway loops have been designed to accommodate bus service. Because of the size of the A.S.P. area, two bus loops may be required.

b. All residential units should be within a walking distance of 450 metres (1,476 feet) from a bus route, as per existing City policy.

c. The feeder bus service will connect to the closest L.R.T. station (either the Brentwood Village Mall station, to commence operation in 1990, or the possible future stations at 53 Street N.W. and Nose Hill Drive N.W.).

d. Bus service will be provided to this area when justified by the extent of development, subject to Calgary Transit budget priorities.

2.8 Utilities

West Scenic Acres development will be serviced with all utilities (water, sewer, electricity, etc.) by extending existing utilities from the east. The only exception will be the storm sewer which will require a new outfall to the Bow River.

Further information on servicing is provided in the Supporting Information section of this document.

2.9 Restricted Development Area (R.D.A.)

The eastern portion of the A.S.P. area is within the Restricted Development Area (R.D.A.). This regulation was introduced in 1976 by the Provincial Government to protect the right-of-way for a future ring road and major utilities. The right-of-way requirements have been defined in more detail in the Calgary Transportation/Utility Corridor Reassessment Study, released in 1989. Lands no longer required for the Transportation/Utility Corridor (T.U.C.) are considered surplus, and may be disposed of and developed for other uses. In West Scenic Acres, the developable portion of the surplus lands is estimated to be 43 hectares (106 acres).

a. In approving outline plans for West Scenic Acres, the Approving Authority shall ensure that the developable sites in the R.D.A. are fully incorporated into adjacent development, and that utilities can be extended to service these lands.

b. The Approving Authority shall also ensure pedestrian and vehicular access to the T.U.C. lands. This access is required for the installation and maintenance of utilities and for other potential uses (e.g., recreational uses, pedestrian/bicycle pathways, etc.).

2.9.1 Lands Subject to Policy Review

The parcel of land located in the R.D.A. between Stoney Trail and the main north/south ravine is under policyreview (see Map 2). The opportunity for providing an acceptable road access to this long, narrow parcel appears limited. Detailed roadway design is required before a land use proposal for this site can be incorporated as a future amendment to this A.S.P.

2.10 Special Study Area

The area below the main escarpment and north of the future alignment of Nose Hill Drive has been designated as a Special Study Area. The study is to be undertaken jointly by the two landowners in this area (Carma Developers Ltd. and the City of Calgary) to determine the appropriate land uses for this area. Future uses should provide for a transition from the residential development above the escarpment to the existing uses below (i.e., the Bearspaw Water Treatment Plant, City Maintenance Depot, Electric Substation #36, and any additional facilities to be located on the City's lands). Conclusions of the study shall be presented to Council as an amendment to this A.S.P. prior to outline plan approval for this area.

2.11 Development Sequence

a. Because initial road access will be from the north and utility extensions from the south and east, the first stages of development are expected to be in the east-central portion of the A.S.P. area. Development can subsequently proceed south, west and north concurrently with the extension of roads and utilities.

b. A population threshold will be established by the Transportation Department to limit the extent of development from the temporary access road. Further development will require the construction of a permanent access from Crowchild Trail, Stoney Trail or the extension of Nose Hill Drive.

c. Since the timing of redeveloping the country residential acreages (in the northwest portion of the planning area) is uncertain, roadway construction shall be phased so that the roadway network will function independently from any redevelopment in this portion.

d. No development in West Scenic Acres shall proceed with road access from East Scenic Acres only. All phases of development in West Scenic Acres must have a separate access either to Crowchild Trail (via Stoney Trail or 117 Street N.W.) or to Nose Hill Drive.[1]

1. This policy is intended to protect East Scenic Acres residents from the impact of through traffic during the initial phases of subdivision construction in West Scenic Acres.

SUPPORTING INFORMATION

SUPPORTING INFORMATION TO THE

WEST SCENIC ACRES AREA STRUCTURE PLAN

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PART 2: SUPPORTING INFORMATION

3.0 PLANNING AREA (Map 1)

West Scenic Acres is located at the periphery of the northwest quadrant of the city, approximately 16 kilometres (10 miles) from the city centre. The majority of the study area is contained within Sections 8 and 17, Township 25, Range 2, West of the 5th Meridian.

Approximately 512 hectares (1,265 acres) of the A.S.P. area were annexed to the city in 1981. The balance of the area, 108 hectares (266 acres), was part of the 1989 comprehensive annexation.

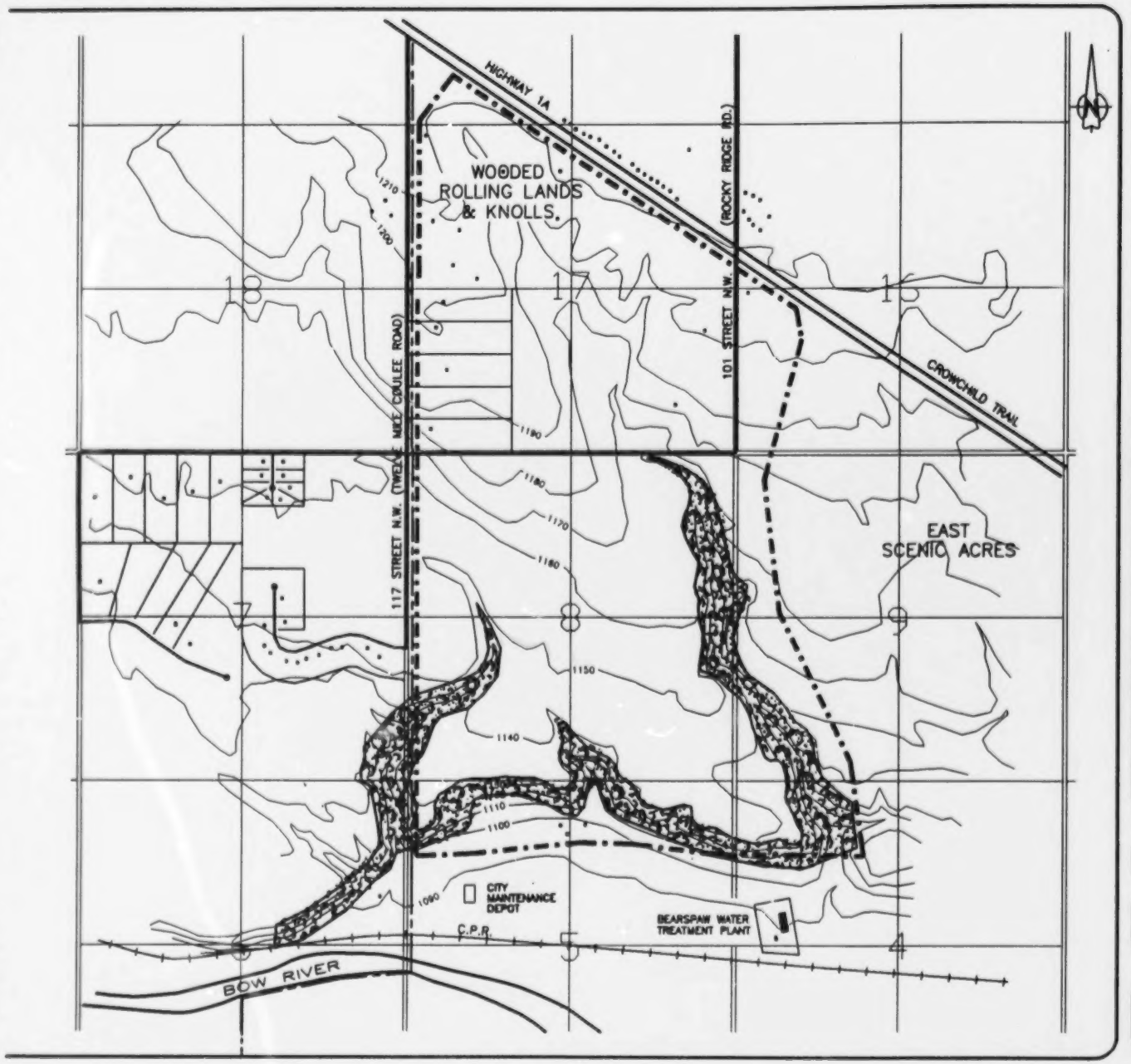
4.0 PHYSICAL FEATURES (Map 3)

Most of the A.S.P. area is above the Bow River valley escarpment. The area is part of the benchlands which extend east and west, and rise gradually from the top of the escarpment toward the westerly extension of Nose Hill in northwest Calgary.

Knoll formations and depressions characterize the topography near Crowchild Trail. The area to the south consists of two drainage basins; the western portion is drained by two coulees terminating at the face of the escarpment, while the eastern portion is drained by a north/south ravine. The ravine is almost 290 metres (950 feet) wide and 40 metres (130 feet) deep at its southern end. Because of its significance as a natural resource, the ravine was extensively studied by Calgary Parks & Recreation in 1986, and a biophysical inventory of the species of plants, animals and birds to be found in the ravine was compiled.

The Bow River valley escarpment, with an elevation drop of 40 metres (130 feet) within a distance of 120 metres (390 feet), is another significant natural feature. The escarpment top offers interesting views of the Bow River, the north-facing slopes of the valley, and Bowness Regional Park. The area below the escarpment is in the floodplain, and is fairly flat.

Vegetation is concentrated in the ravine, and to a lesser extent in the two coulees to the west and along the face of the escarpment. Mature evergreens, deciduous trees and an abundance of low bush are to be found in the drainage courses of the ravine and the two coulees. Aspen and willow groves cover parts of the rolling terrain to the north.



WEST SCENIC ACRES

MAP 3

TITLE

PHYSICAL FEATURES

LEGEND

- RAVINES, ESCARPMENTS
- 10m CONTOURS
- EXISTING RESIDENCES
- STUDY AREA BOUNDARY
- CITY BOUNDARY
- EXISTING MINOR ROADS

DATE

APRIL 1990

THE CITY OF CALGARY
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5.0 EXISTING CONDITIONS

5.1 Land Ownership (Map 4)

As shown on Map 4, much of the planning area is in the ownership of Carma Developers Ltd. (277 hectares/685 acres), the Provincial Government (approximately 157 hectares/388 acres) and the City of Calgary (approximately 10 hectares/24.7 acres). The Provincial Government ownership to the east (including lands in East Scenic Acres) and south to the C.P.R. right-of-way amounts to 101 hectares (250 acres). The City of Calgary also owns roughly 76 hectares (186 acres) south of the planning area. The country residential acreages average 7.2 hectares (18 acres) in size, with a total area of roughly 110 hectares (273 acres).

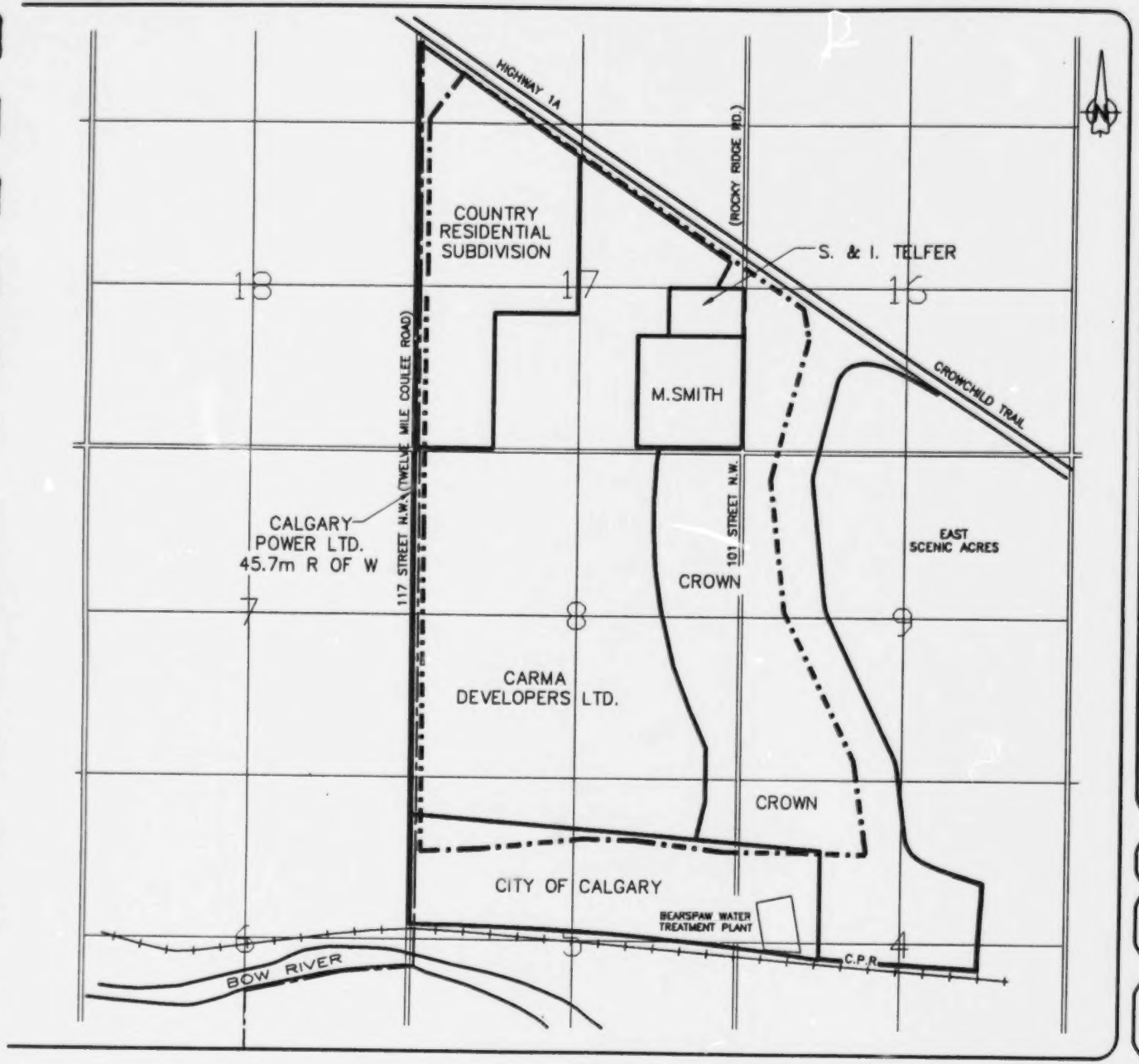
5.2 Existing Land Use and Land Use Designations

Because of the limitations imposed by poor soil conditions, inadequate precipitation and a short growing season, in addition to the rugged terrain which characterizes the northern portion, most of the land has been utilized for ranching and grazing. The main exception is the 1989 annexation area, which has been developed as a country residential subdivision.

Bearspaw Meadows, also a country residential development, is located west of the A.S.P. area. To the south and below the escarpment are a number of industrial uses: the Bearspaw Water Treatment Plant, Electric Substation #36, City Maintenance Depot, and C.P.R. tracks and yards. The site occupied by Shriners' headquarters (Al Azhar Temple) is located between the C.P.R. tracks and the Bow River.

To the east is the developing community of Scenic Acres, and to the north are undeveloped lands annexed to the City in 1989, for which one of the landowners has recently initiated planning.

The portion of the planning area which was within the city limits prior to the 1989 annexation is currently designated Urban Reserve (UR) in Land Use By-law 2P80. The newly-annexed lands are still designated Agricultural Conservation and Small Holdings Districts under By-law C-1725-84 of the Municipal District of Rocky View #44. It is expected, however, that these lands will be redesignated to the Urban Reserve District of the City's Land Use By-law by mid-1990.



WEST SCENIC ACRES

MAP 4

TITLE MAJOR LAND OWNERS

LEGEND

- STUDY AREA BOUNDARY
- CITY BOUNDARY
- LAND OWNERSHIP BOUNDARY

DATE APRIL 1990

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6.0 POLICY CONTEXT

6.1 Land Use Policy Context

6.1.1 The Restricted Development Area (R.D.A.) and Transportation/Utility Corridor (T.U.C.) (Map 5)

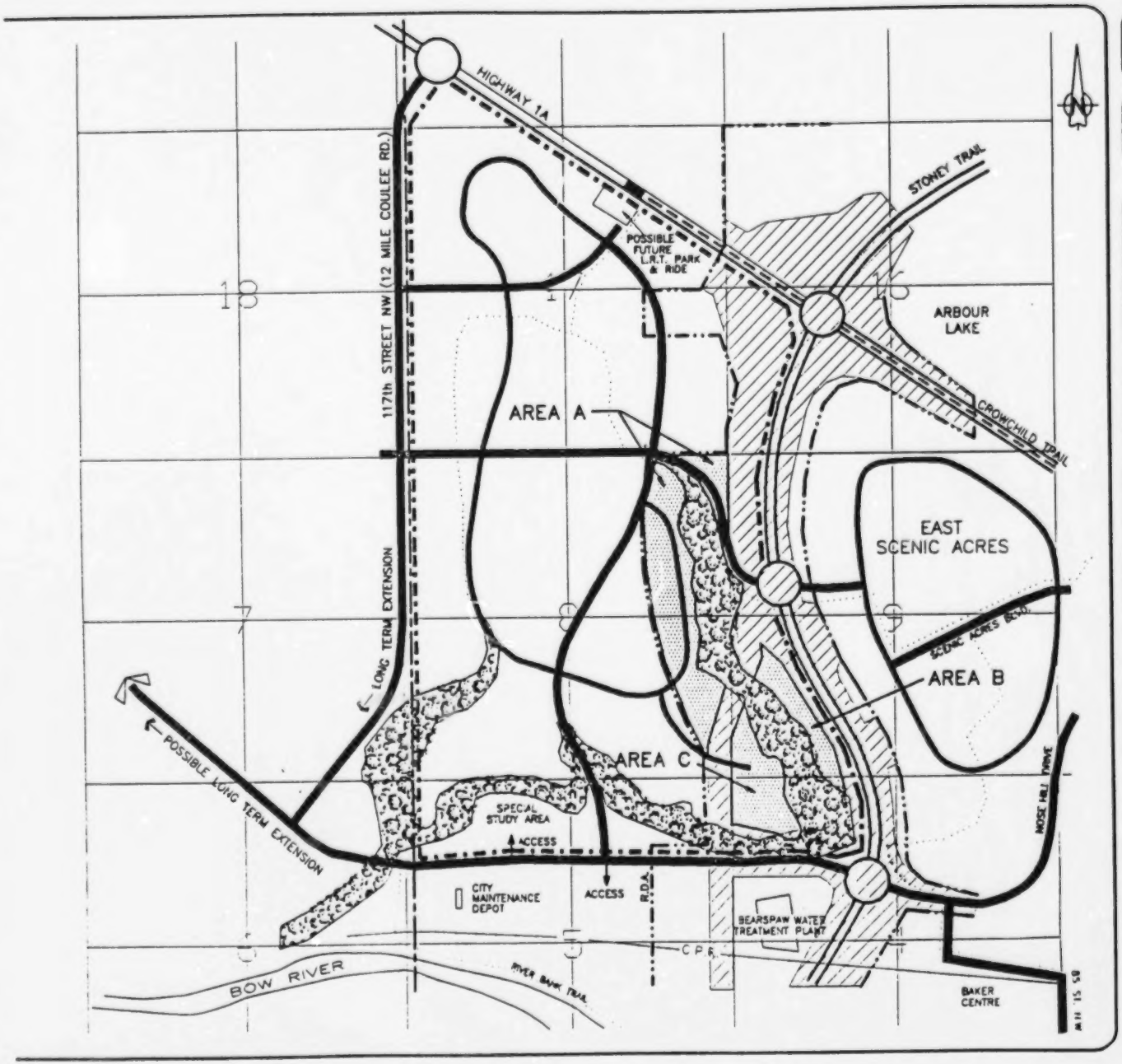
The Provincially established Restricted Development Area (R.D.A.) was introduced in 1976 to protect the right-of-way for a ring road to surround most of Calgary's built-up area, and the right-of-way for provincial and municipal utilities, e.g., powerlines, pipelines, etc. The R.D.A. consisted mainly of a half-mile wide strip, plus other areas considered to be environmentally sensitive. Development in the R.D.A. required ministerial approval.

Subsequently, requirements for road and utilities rights-of-way were refined on the basis of conceptual planning undertaken by the Provincial Government. The new boundary was referred to as the Transportation/Utility Corridor (T.U.C.), and was introduced in 1979. The T.U.C. boundary was modified further as a result of the Calgary Transportation/Utility Corridor Reassessment Study, prepared by Stewart Weir & Co. in 1985, and approved in principle by the Provincial Government in April, 1989.

Within the T.U.C. boundaries, the right-of-way for utilities is normally located adjacent to the road right-of-way. This is the case in the northern portion of the T.U.C. in West Scenic Acres, where the utilities right-of-way is placed on the west side of Stoney Trail. Further south, because of the proximity of the road right-of-way to the existing Bearspaw Water Treatment Plant, a separate alignment has been established for utilities. This alignment is located some 90 metres (295 feet) to the west of the water treatment plant, as shown on Map 5.

Finalization of the T.U.C. boundary will allow for the disposition of lands considered to be surplus to requirement of the ring road and utilities right-of-way. In West Scenic Acres, there are three areas which are considered to be surplus. The first comprises two sites outside the T.U.C. western boundary, north and west of the main ravine (labelled "Area A" on Map 5). These sites, 3.65 hectares (9.0 acres) and 26.4 hectares (65.2 acres) respectively, are developable and can be fully integrated into the West Scenic Acres community. The second area, 7.86 hectares (19.42 acres) in size, is located in the southeast portion of the A.S.P. area and is labelled "Area B". Access to this site, with its long, narrow configuration, presents a problem since the site is "wedged" between the ravine on the west and south, the Stoney Trail on the east, and an interchange with a major road on the north. Access possibilities from either the major road or the interchange with Stoney Trail are currently being examined. Until an acceptable access can be arranged, the land use for this site should remain "subject to policy review".

The third area, labelled "Area C" on Map 5, is in the southeast corner of the A.S.P. area and amounts to 13 hectares (32.12 acres). The site is situated prominently in that it overlooks both the Bow River valley escarpment and the ravine, with potential road access from the west. The abutting utility corridor on the west can be landscaped and incorporated into the open space system, to reduce the impact of the physical separation of the site from the balance of the developable area.



WEST SCENIC ACRES

MAP 5

TITLE

R.D.A. /T.U.C. BOUNDARIES

LEGEND

- RESTRICTED DEVELOPMENT AREA BOUNDARY
- TRANSPORTATION/ UTILITY CORRIDOR
- SURPLUS LANDS (AREAS A,B & C)

DATE

APRIL 1990

THE CITY OF CALGARY
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6.1.2 Existing Area Structure Plans and Design Briefs (Map 6)

Because West Scenic Acres is located at the periphery of the city's built-up area, planning for some of the surrounding lands is still at an early stage. However, planning for the East Scenic Acres area began in the late 1970's and in 1981 a proposed A.S.P. by-law received two readings. Since then the A.S.P. has been redrafted several times, and is expected to be presented to City Council for adoption by by-law in 1990. In the meantime, this area has been largely developed as a predominantly single family residential community.

Council has previously approved design briefs for Ranchlands and Crowfoot Centre (Crowchild I and II), Bowness and Montgomery (Bowmont), and Silver Springs; and area structure plans for Hawkwood and Edgemont (Crowchild III), the Calgary Research and Development Park and Valley Ridge. Ranchlands is fully developed, while Hawkwood, Edgemont and the Crowfoot Centre are partly developed. The Calgary Research and Development Park as well as Valley Ridge are undeveloped areas.

6.1.3 L.R.T.-Related Land Use Policies

Provision for a possible future L.R.T. extension to West Scenic Acres has been incorporated into this plan. At present, the Northwest L.R.T. line is being extended to Brentwood Mall (40 Avenue N.W.), with future extensions to 53 Street and 85 Street N.W., respectively, having been approved in principle.

City Council policy regarding development in the vicinity of L.R.T. stations is generally supportive of multi-family residential development and office employment uses, subject to compatibility with the adjacent communities. With the proximity of the Crowfoot Centre, which has been planned as a major employment area, no significant demand for office development is anticipated in West Scenic Acres. Multi-family development, however, could be accommodated near the future L.R.T. station site in accordance with the Calgary General Municipal Plan policies.

6.2 Transportation Policy Context

6.2.1 Transportation Improvement Priority Study Update (T.I.P.S. - CALTS #139, 1990)

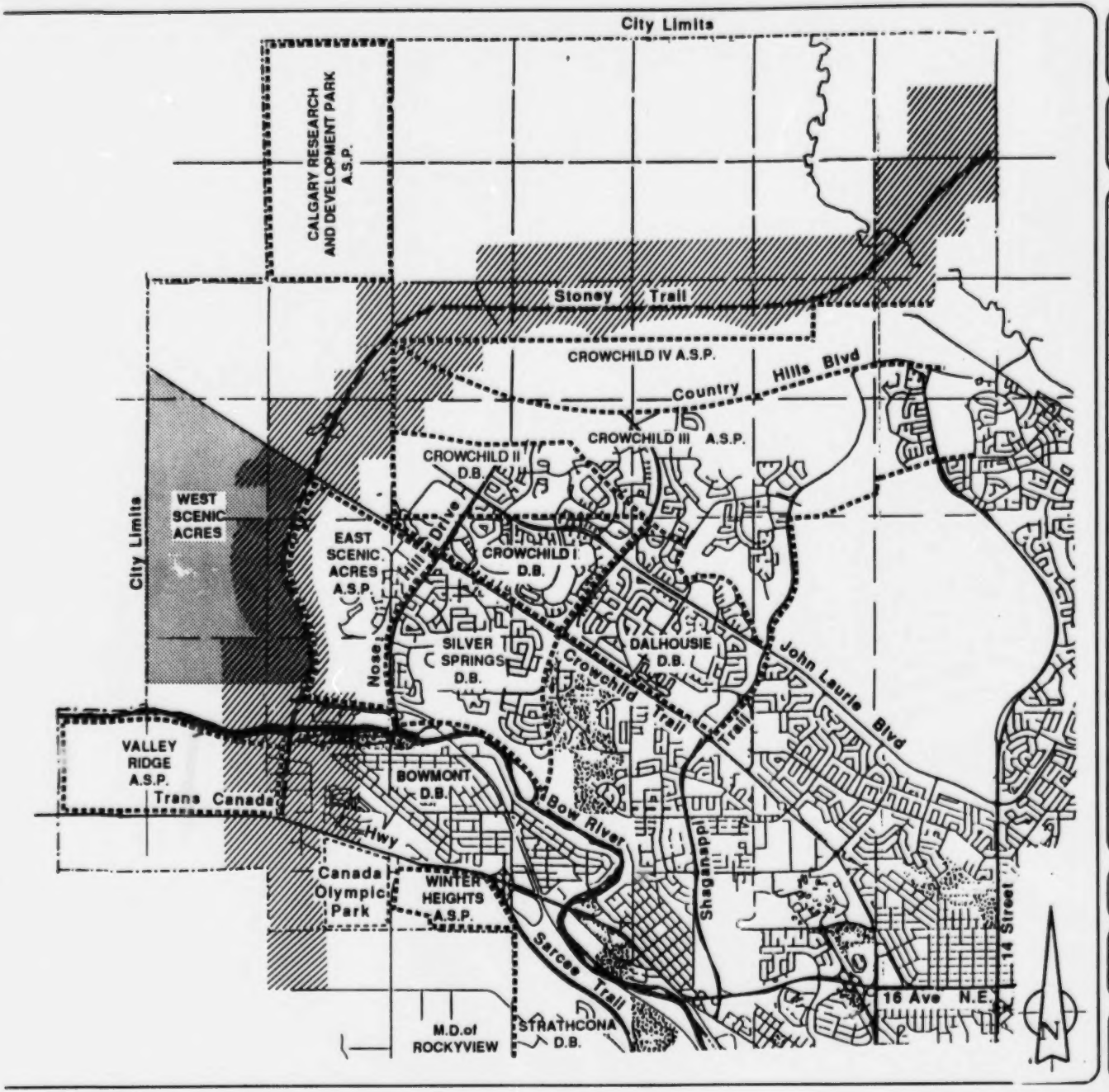
Recommendations of the most recent T.I.P.S. update, approved in principle by City Council in April 1990, are as follows:

a. The Northwest L.R.T. extension to 53 Street N.W. is recommended as a first priority for L.R.T. construction projects.

b. Sarcee Trail construction from Country Hills Boulevard to John Laurie Boulevard is recommended as a fifth priority for roadway projects.

6.2.2 Transportation System By-law 3M82 as amended by By-law 64M84

This By-law establishes Calgary's long-term transportation network, and provides the basis for further planning and protection of rights-of-way.



WEST SCENIC ACRES

MAP 6

PLANNING POLICY CONTEXT

LEGEND

- A.S.P.
- RESTRICTED DEVELOPMENT AREA
- A.S.P. — AREA STRUCTURE PLANS
- D.B. — DESIGN BRIEFS
- PLANNING AREA BOUNDARIES (A.S.P. & D.B.)

DATE
APRIL 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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Of particular importance to the West Scenic Acres A.S.P. are the following:

a. In addition to the 16 Avenue (Trans Canada Highway) crossing of the Bow River, three other possible crossings are identified: Stoney Trail, Sarcee Trail, and Shaganappi Trail.

b. Crowchild Trail, Stoney Trail, Shaganappi Trail, and Sarcee Trail are designated freeways/ expressways.

c. Nose Hill Drive, Scenic Acres Boulevard and Bowness Road/85 Street N.W. are designated major streets.

d. Northwest L.R.T. is to be extended in the future to a station just west of Nose Hill Drive (i.e., 85 Street N.W.).

An extensive amendment to By-law 3M82 is currently under consideration.

6.2.3 85 Street N.W. Traffic Study (1985)

The first East Scenic Acres A.S.P. (1981) defined the environmental capacity of the 85 Street crossing of the Bow River into Bowness to be in the range of 20,000 - 25,000 vpd, and stated that when this capacity is reached, the first phase of Stoney Trail (from Nose Hill Drive to Trans Canada Highway) would be needed. The traffic volume on the Bowness Bridge was 17,400 vpd in 1989, and has been increasing in pace with development of the northwest sector of the city.

The Transportation Department completed the 85 Street N.W. Traffic Study in 1986. The study concluded that, depending upon the population growth rate in the northwest, the lower limit of the Bowness Bridge capacity range (20,000 vpd) could be reached as early as 1991, and the upper limit (25,000 vpd) could be reached as early as 1996. In the 1990 T.I.P.S. Update, the construction of the first phase of Stoney Trail was not considered a high priority. However, because of the potential impact upon the Bowness community, and uncertainty regarding the rate of future population growth, the Transportation Department will continue to monitor the 85 Street traffic closely, and if appropriate, reassess the priority for construction of the first stage of the Stoney Trail in subsequent revisions of T.I.P.S.

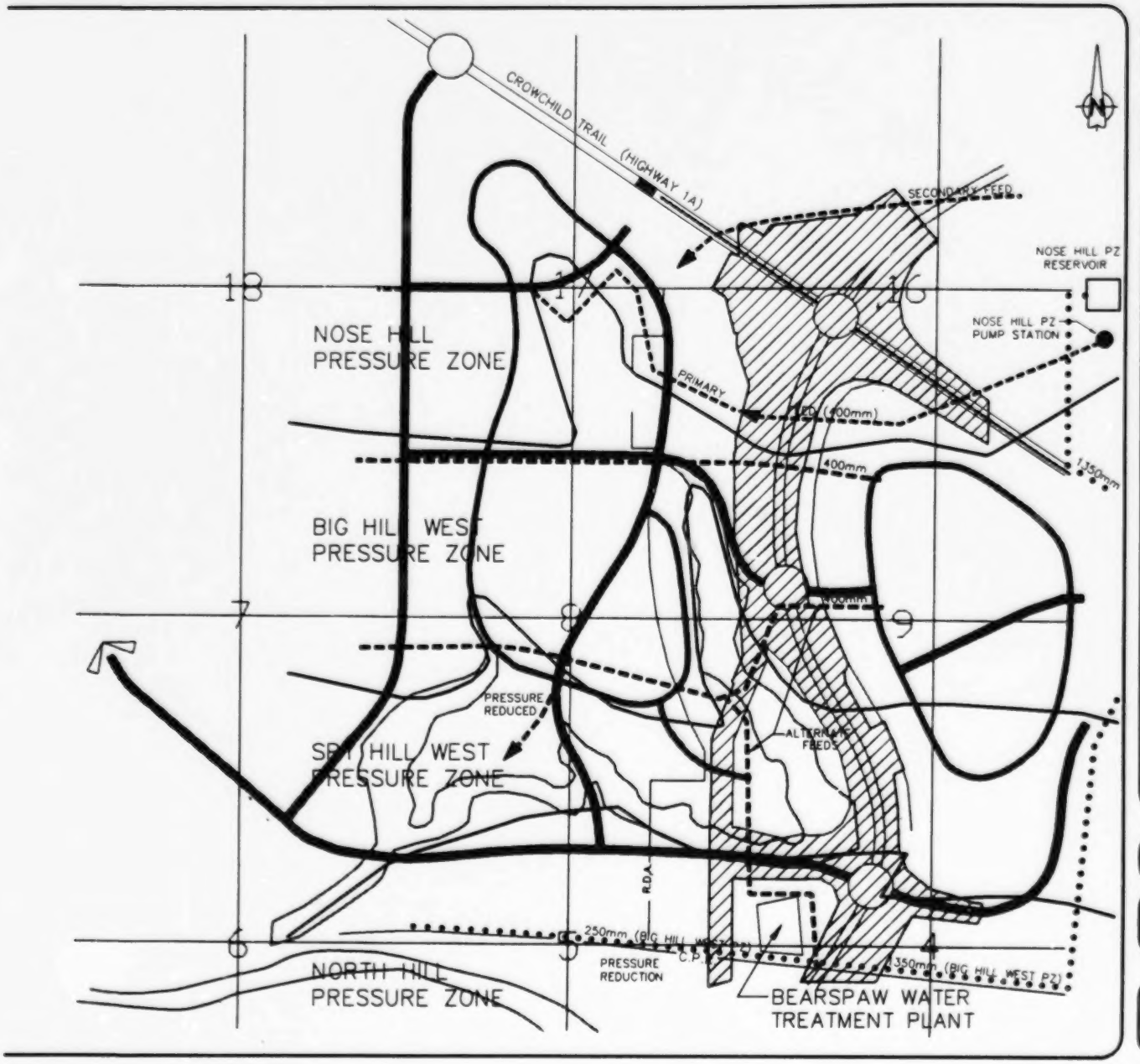
7.0 SERVICING

7.1 Water Supply (Map 7)

West Scenic Acres spans four pressure zones to be serviced as follows:

a. Nose Hill Zone

The northern portion of the A.S.P. area is within the Nose Hill zone. Servicing this zone requires the extension of the existing 400 millimetre (15.7 inch) main from East Scenic Acres. Another main can be extended in the future from development north of Crowchild Trail and west of Stoney Trail as a secondary source of water supply. Alternatively, a pressure booster station may be installed to allow for extension of the Big Hill West zone main from to the east.



WEST SCENIC ACRES

MAP 7

TITLE

WATER SERVICING

LEGEND

- PRESSURE ZONE BOUNDARIES
- EXISTING WATERMAIN
- PROPOSED WATERMAIN

DATE

APRIL 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25 0.5miles
0 400 800m

b. Big Hill West Zone

The large central portion of the A.S.P. area lies within the Big Hill West zone. Two 400 millimetre (15.7 inch) watermains will be extended from East Scenic Acres to service this area. A direct main to the Bearspaw Water Treatment Plant can also be provided to service the area.

c. Spy Hill West Zone

The southern portion of the A.S.P. area above the escarpment lies within the Spy Hill West zone. Service to this area will be provided by pressure-regulated mains from the Big Hill West zone.

d. North Hill Zone

The area immediately south of the escarpment lies within the North Hill zone. Service would be provided to this area from pressure-regulated connections to the Big Hill West zone.

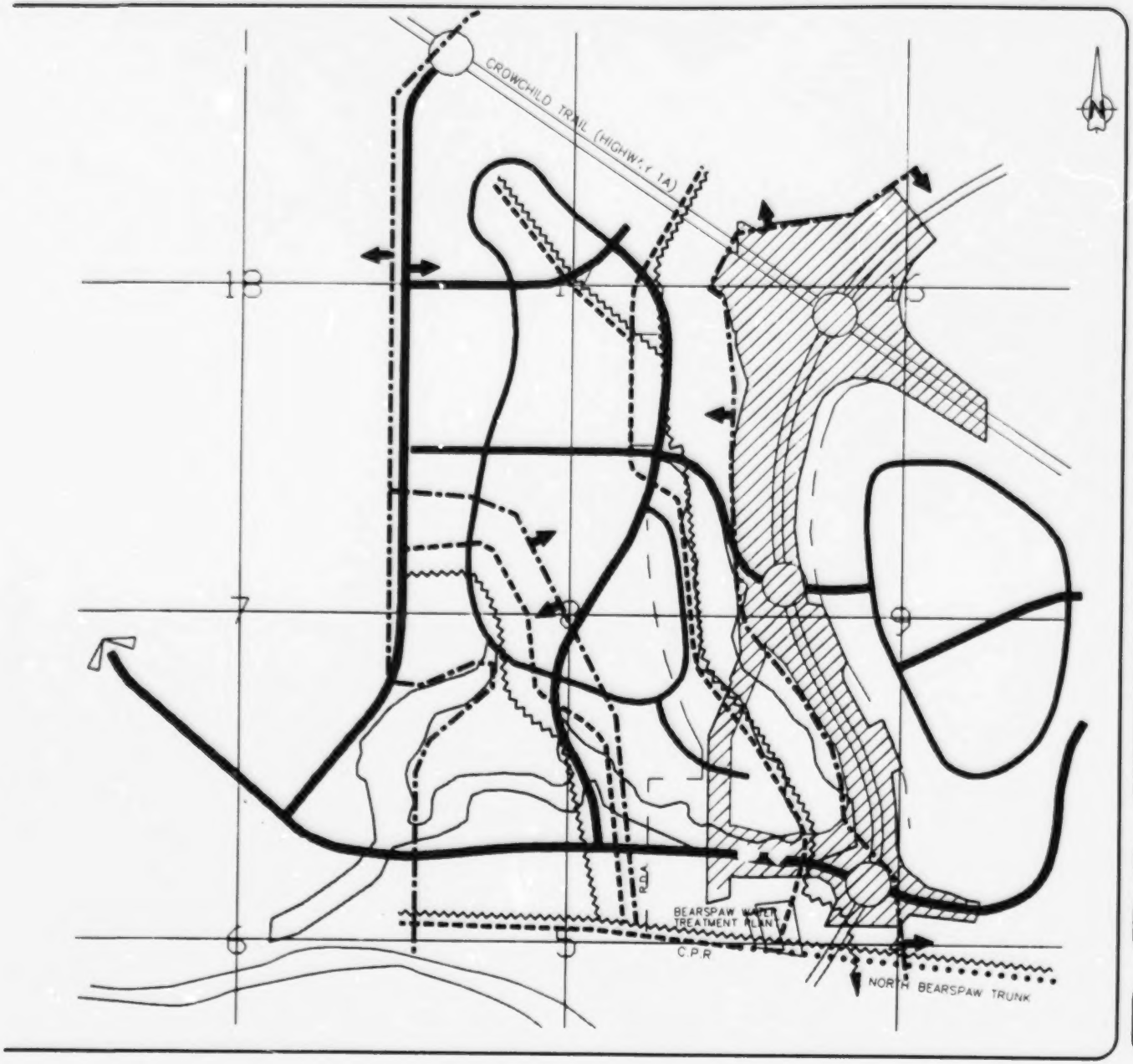
In terms of water service, development should proceed from east to west in the Spy Hill West and the Big Hill West zones. Development in the Nose Hill zone is contingent upon availability of a main extension from the area north of Crowchild Trail, or the provision of a booster pump station. In the North Hill zone, service is available only with the construction of a pressure regulator station.

7.2 Storm and Sanitary Sewers (Map 8)

The proposed storm and sanitary sewers generally follow the topography of the A.S.P. area. Storm sewers will drain to the southeast, requiring an outfall downstream of the Bearspaw Water Treatment Plant. The catchment area of this drainage system extends several miles north of Crowchild Trail, as well as west of 119 Street N.W. to include an additional 400 hectares (988 acres) of development.

Storm detention (dry) ponds are currently being considered as a part of the stormwater management scheme for the A.S.P. area, as well as for the lands north of Crowchild Trail. Provision of these facilities will be in accordance with City policy, and the detailed engineering design will be subject to approval by the Engineering Department.

The sanitary main trunk will connect to the existing 1,200 millimetre (47.2 inch) North Bearspaw Trunk located to the south of the A.S.P. area, which in turn feeds into the West Bowness Trunk.



WEST SCENIC ACRES

MAP 8

TITLE
SANITARY AND STORM SEWERS

LEGEND

- CATCHMENT AREA BOUNDARIES (STORM & SANITARY)

STORM SEWERS

- PROPOSED TRUNK SEWER

SANITARY SEWERS

- EXISTING TRUNK SEWER
- PROPOSED TRUNK SEWER

DATE
APRIL 1990

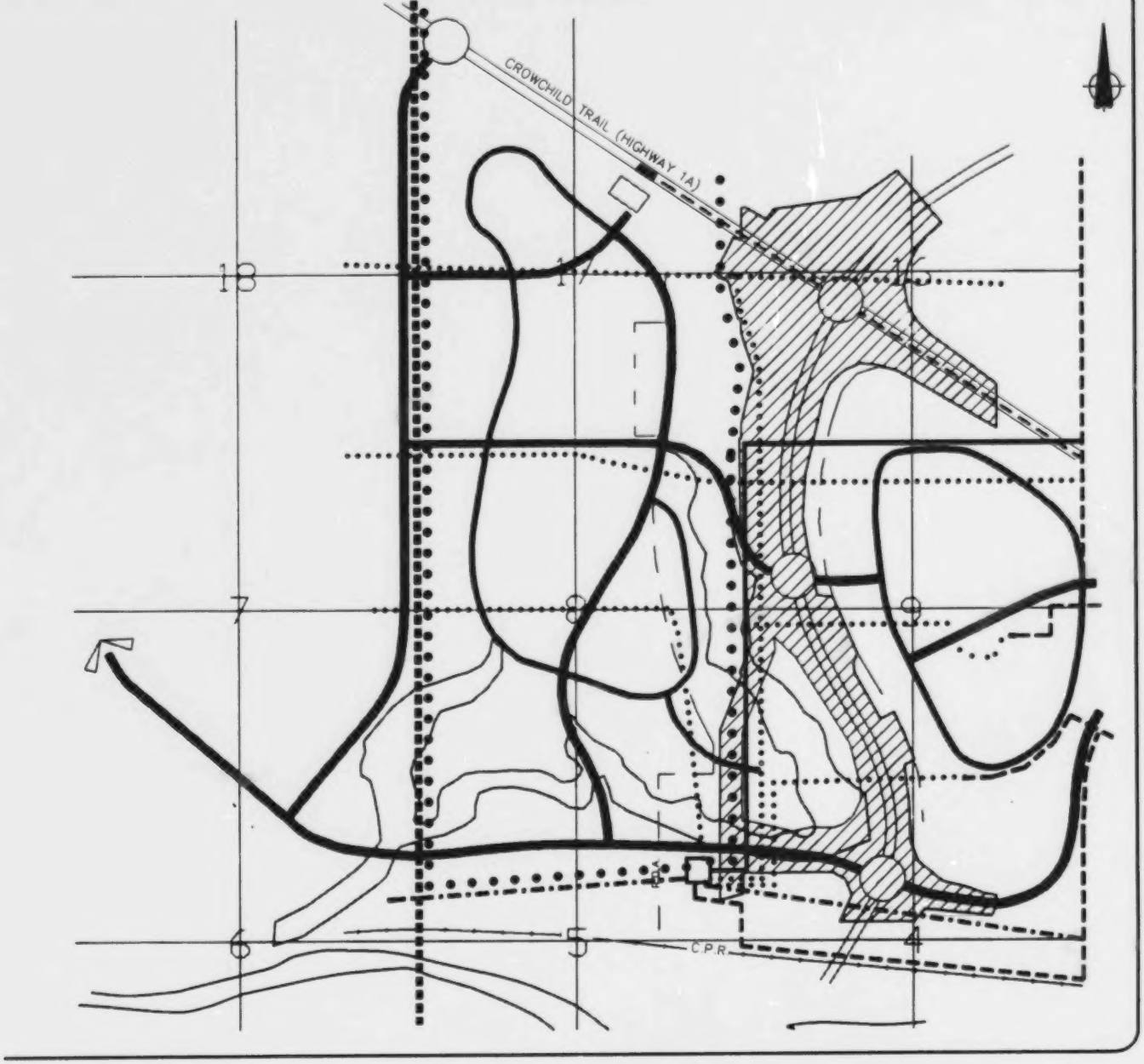
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25 0.5miles
0 400 800m

7.3 Electrical Service (Map 9)

Electrical service will be provided by extending the 138 kV and 13.2 kV feeders from East Scenic Acres, connecting directly to Substation No. 36 immediately south of the A.S.P. area. An 18 metre (59 foot) wide is easement required to protect the 138 kV feeders, and a 7 metre (23 foot) wide easement is necessary to protect overhead 13.2 kV feeders.

The 260 kV TransAlta Utility power line located along the western boundary of the A.S.P. area will remain, and its 46 metre (150 foot) wide easement will be protected.



WEST SCENIC ACRES

MAP 9

TITLE

ELECTRICAL SERVICING

LEGEND

- EXISTING 240KV LINE (TRANSALTA UTILITIES)
- EXISTING 138KV LINE
- EXISTING 69KV LINE
- EXISTING 13.2KV LINE
- PROPOSED 138KV LINE
- PROPOSED 13.2KV LINE

DATE

APRIL 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25 0.5miles
0 400 800m

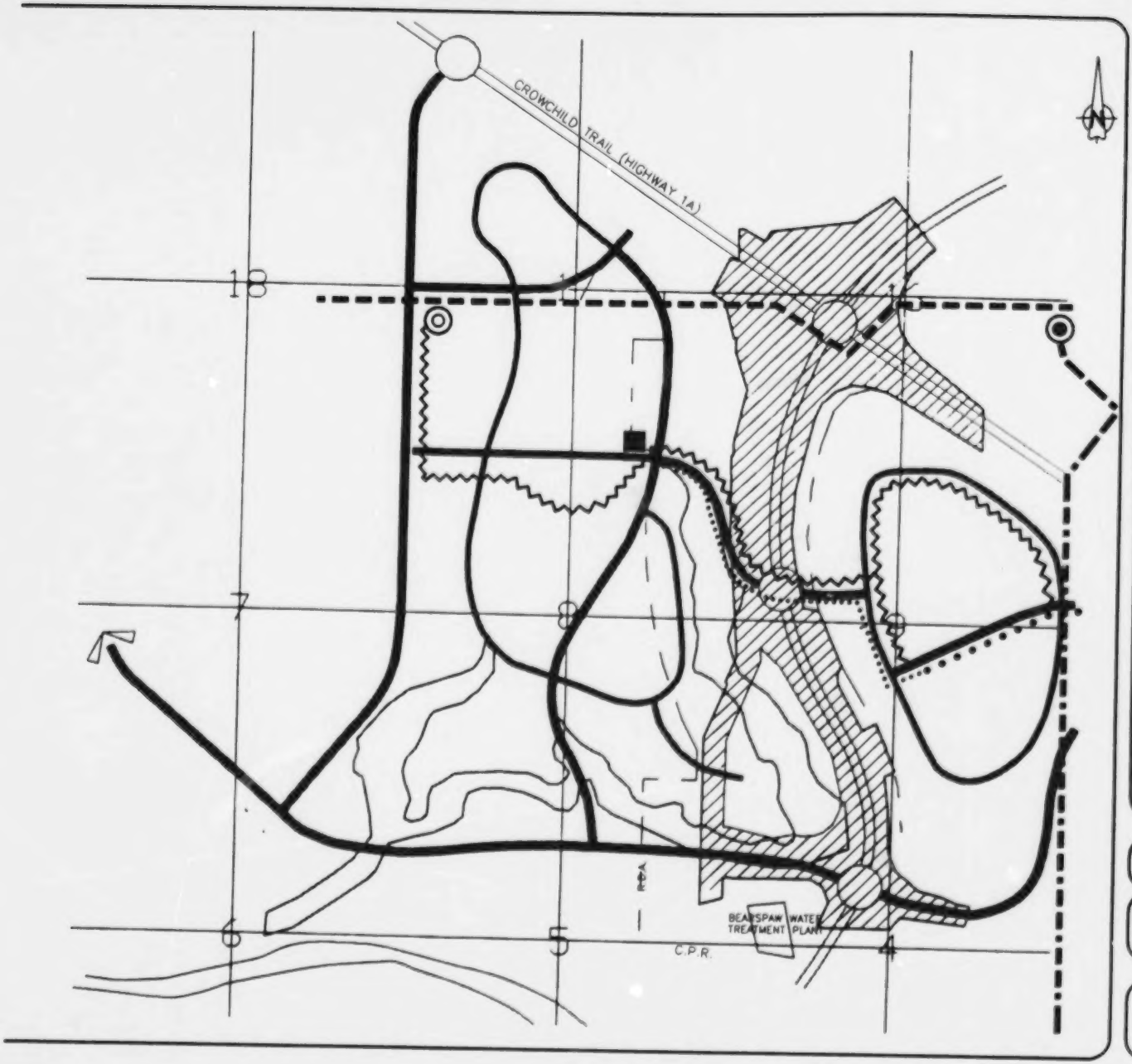
7.4 Natural Gas (Map 10)

Natural gas service can be extended from East Scenic Acres. The gas main will be extended from this area to a proposed regulator station along the existing Jumping Pound high pressure transmission line. City policy requires a building setback of 15 metres (49 feet) from any high pressure pipeline.

Intermediate-pressure mains will be located within 3 metre (9.8 foot) easements along the various road rights-of-way.

7.5 Telephone (Map 10)

Telephone service will be provided as an extension of the underground cable from East Scenic Acres. A switching centre is proposed along 80 Avenue N.W. to service this and the surrounding area. Within West Scenic Acres, telephone lines will be located underground and will follow the internal road system.



WEST SCENIC ACRES

MAP 10

TITLE

NATURAL GAS AND TELEPHONE SERVICING

LEGEND

GAS

- EXISTING REGULATOR STATION
- PROPOSED REGULATOR STATION
- EXISTING HIGH PRESSURE TRANSMISSION LINE
- EXISTING GAS MAIN
- PROPOSED GAS MAIN

TELEPHONE

- EXISTING U/G CABLE
- PROPOSED U/G CABLE
- PROPOSED SWITCHING STATION

DATE

APRIL 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25 0.5miles
0 400 800m

8.0 COMMUNITY SERVICES

8.1 Schools

Elementary and junior high schools in West Scenic Acres will be located within the six joint use sites, whose tentative locations are shown on Map 2 The total number of joint use sites may be reduced only if agreed to by the Public and Separate School Boards, and Calgary Parks & Recreation Department. Decisions on construction timing will be determined by the School Boards, based upon growth of the student populations and budgetary priorities. In the meantime, students will be bused to existing schools.

8.2 Community and Recreational Facilities

The West Scenic Acres community will be provided with a range of recreational facilities. The joint use sites may include facilities such as baseball diamonds, soccer fields, football fields and open-air hockey/skating rinks. In addition, linear parks (pathways), playgrounds, ornamental parks and other passive recreational uses and facilities will be distributed, as appropriate, throughout the community.

A community association site will be provided, preferably adjacent to one of the central joint use sites. Another site may be required for the area south of 80 Avenue N.W., should this area develop as a separate community.

8.3 Police Services

Police service options for West Scenic Acres will be evaluated as the area develops. In the interim, West Scenic Acres will be serviced by Police District #3, located at 4303 - 14 Street N.W.

8.4 Fire Protection and Emergency Medical Services

Both the fire protection and emergency medical services for the area will be provided from Fire Station #21, located at 209 Silver Grove Drive N.W.

8.5 Library Service

The Calgary Public Library Board has just completed an evaluation of future city-wide needs for library branches. The results of this evaluation will provide a basis for identifying possible future locations in various parts of the city, which may affect the service available to residents in this area.
At present, the closest library branch is located at 7930 Bowness Road N.W. Another branch servicing the northwest sector is at 1530 Northmount Drive N.W.

8.6 Social Services

This sector of the city is presently provided with municipal social services from the Bowmont Area Office, located at 5000 Bowness Road N.W. Provincial social services will be provided from the Kensington District Office located at

1240 Kensington Road N.W. Future needs will be monitored and another municipal area office may be required to serve Calgary's northern communities.

8.7 Public Health Services

Public health services for West Scenic Acres will be provided from the Ranchlands District Office of Calgary Health Services located at 1829 Ranchlands Boulevard. The nearest hospital is the Foothills General Hospital (9.6 kilometres/6 miles), at 16 Avenue and 29 Street N.W.